

—
G.
—
E.

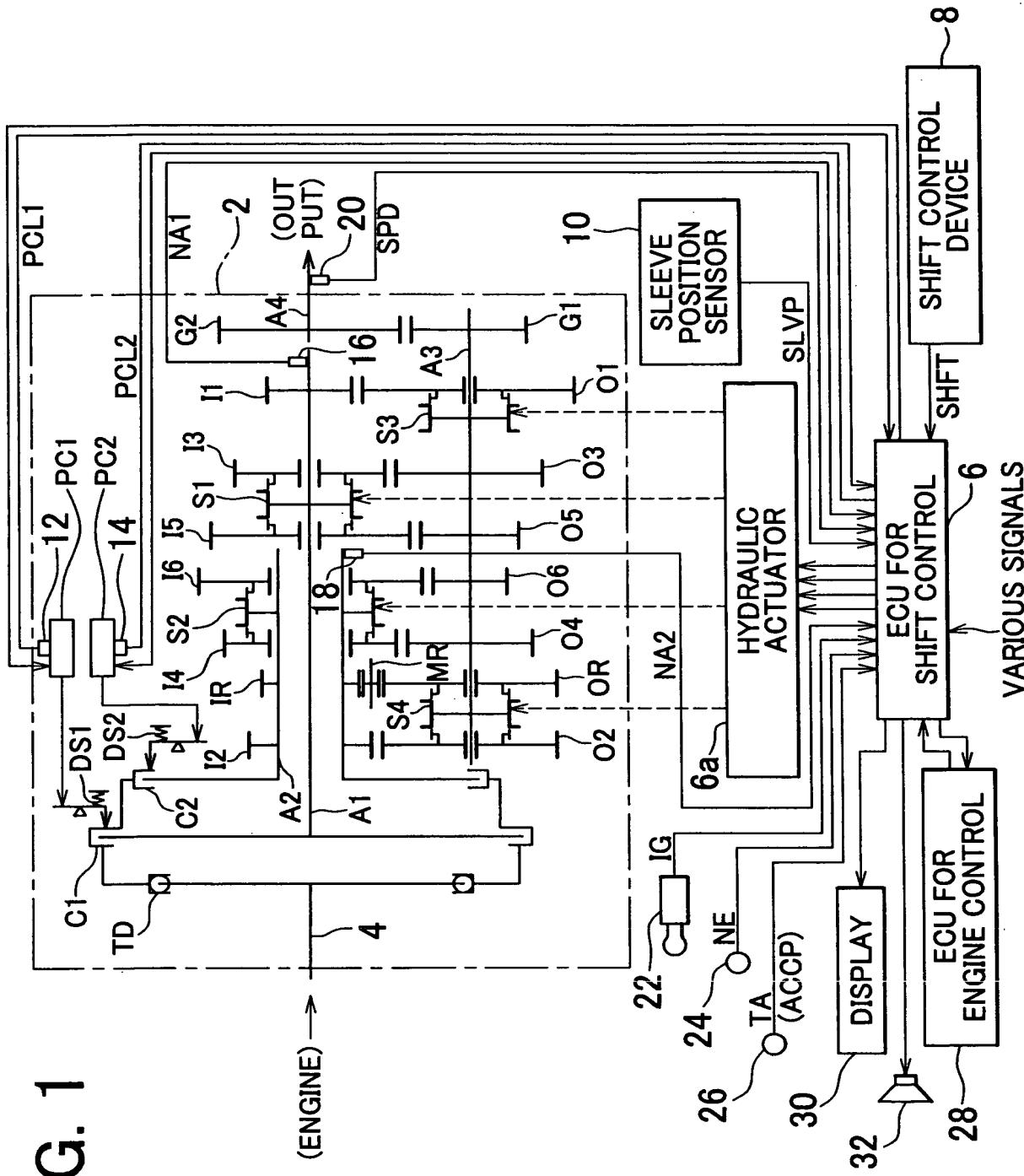


FIG. 2A

SHIFT CONTROL

SHIFT	C1	C2	C1 SIDE		C2 SIDE	
			S1	S3	S2	S4
FIRST SPEED	○	×	N	O1	N	N/O2
SECOND SPEED	×	○	N/I3	O1/N	N	O2
THIRD SPEED	○	×	I3	N	N/I4	O2/N
FOURTH SPEED	×	○	I3/I5	N	I4	N
FIFTH SPEED	○	×	I5	N	I4/I6	N
SIXTH SPEED	×	○	I5/N	N	I6	N
REVERSE	×	○	N	N/O1	N	OR
NEUTRAL	×	×	N	N	N	N

FIG. 2B

GEAR ENGAGEMENT CONTROL FOR PARKING

RANGE	C1	C2	C1 SIDE		C2 SIDE	
			S1	S3	S2	S4
A	○	○	N	O1	N	O2
M	○	○	N	O1	N	O2
R	○	○	N	O1	N	OR
N	○	○	N	N	N	N

FIG. 3

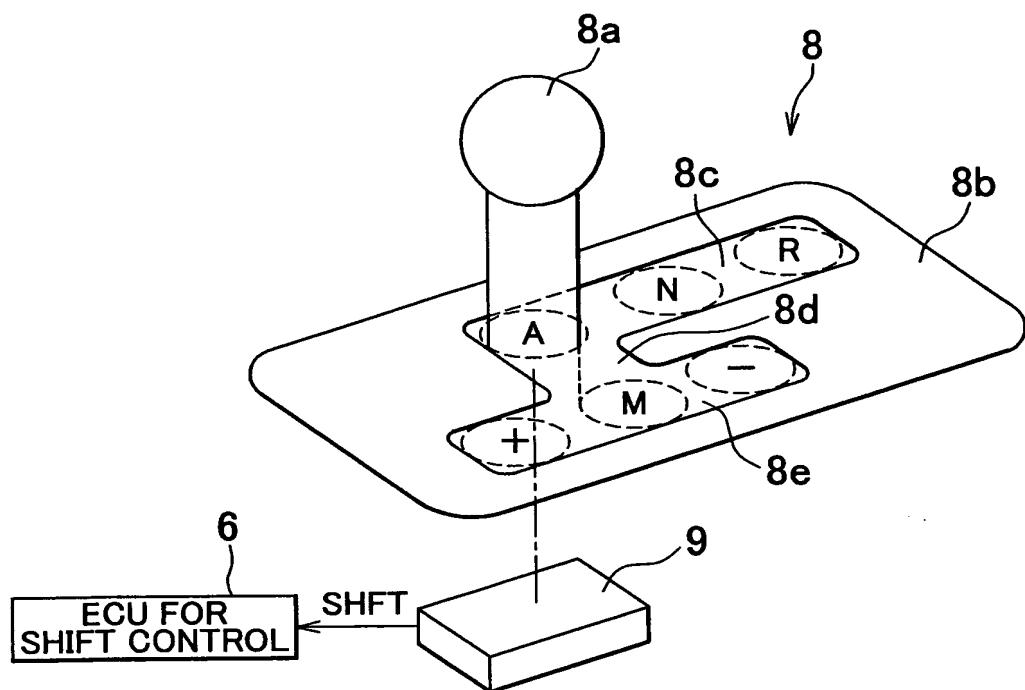


FIG. 4

